



City of Kirkland 2015 Comprehensive Plan Update Environmental Impact Statement

Scoping Summary

Introduction

The City of Kirkland (City) is updating its Comprehensive Plan in accordance with the requirements of the Growth Management Act (GMA). This periodic update will address projected population, housing and employment growth to the new horizon year of 2035, integrate newly annexed areas, and incorporate new and updated city master plans and neighborhood plans. The EIS will also evaluate Citizen Amendment Requests that may result in changes to land use, policies, and/or development regulations.

The City has determined that the proposed plan update requires study in a programmatic Environmental Impact Statement (EIS) pursuant to the State Environmental Policy Act (SEPA). This EIS will also analyze a potential Planned Action for the Totem Lake business district. The City issued a combined determination of significance and scoping notice on April 24, 2014, and the scoping period closed on June 20, 2014. During this time, the City received six (6) comment letters or emails on the scope of the EIS.

Comments and the approach to the EIS analysis are described in Exhibit 1. Full copies of the comments are attached to the end of this document.

**Exhibit 1. Summary of Comments Received – Comprehensive Plan EIS Scoping**

Name/Agency/Date	Summary	EIS Review Approach
1. Janice Gerrish, Citizen, June 18, 2014	<p>Concerned about quality of life and environmental and community health in the new annexed neighborhoods in Kirkland. Citizens of these neighborhoods are not being treated fairly. There is not enough quality business time or hard data to do neighborhood planning. A lot of property was sold to developers.</p> <p>From a letter written by the Finn Hill Neighborhood Alliance on February 26, 2013 to the Kirkland City Council and Planning Commission: The City should not take action on any Planned Action Request until a neighborhood plan for Finn Hill is completed. The City should defer significant zoning changes in Finn Hill until planning priorities for the community are developed.</p> <p>Concerned about housing density and the apparently random placement of new developments.</p> <p>Concerned about the environmental impacts and aesthetics of new residential buildings. Vegetation and large trees are removed, while impervious sidewalks and roofs are built. There is not a focus on reducing the carbon footprint, saving energy, or reducing environmental impact. The new houses lead to water runoff and utilities overload.</p> <p>Concerned about capacity of fire and emergency services. There have been cutbacks in number of stations and services.</p> <p>Concerned that development is happening faster than planning.</p> <p>Would like to see “fast track permitting” disappear and put zoning changes and building permits on hold until the newly annexed neighborhoods and the City decide how to improve quality in suburban part of the city.</p>	<p>The EIS will programmatically analyze the land use patterns associated with each of the alternatives and identify potential impacts. The land use analysis will address potential impacts resulting from future growth by evaluating the type, scale, and location of development. The EIS will also programmatically evaluate potential impacts related to visual quality, height/bulk/scale, and compatibility.</p> <p>The EIS will programmatically address the potential impacts of each alternative on Kirkland’s natural environment and ecological systems, including water resources. Mitigation measures to preserve ecological resources will be recommended where impacts are identified.</p> <p>The EIS will programmatically address impacts on a variety of public services, including fire and emergency services.</p>
2. Gary Kriedt, Metro Transit, June 24, 2014	<p>The Comprehensive Plan should discuss how Kirkland will support, promote, and prioritize local and regional transit.</p> <p>The City should include an enhanced transit network alternative with frequent service in Kirkland and regional connections including designated transit corridors and capital investments to minimize transit delay.</p> <p>The EIS should analyze how growth will impact intersection LOS and transit speed and reliability.</p> <p>The EIS should discuss prioritizing capital investments that maximize mobility and transit efficiency.</p> <p>The EIS should discuss the potential for repurposing/development of the Cross Kirkland Corridor.</p>	<p>The EIS includes an alternative that concentrates the majority of future growth in major development centers, where access to transit service is highest. The EIS will programmatically analyze the impacts of all alternatives on Kirkland’s transportation infrastructure, including transit and non-motorized transportation systems.</p>
3. Dr. Traci Pierce, Lake Washington School District, June 20, 2014	<p>The City must consider impacts to school facilities in plans for future growth.</p>	<p>The EIS will programmatically address the impacts of future growth on a variety of public services and facilities, including schools.</p>



Name/Agency/Date	Summary	EIS Review Approach
4. Kayla Schott-Bresler, Housing Development Consortium of Seattle-King County, June 20, 2014	<p>The City should analyze the impact of each alternative's proposed growth type on housing affordability, and include policies to mitigate impacts.</p> <p>The City should compare alternative growth scenarios based on their ability to provide a diverse array of housing choices to meet the housing needs of low and moderate income households.</p> <p>The City should consider how land prices will change in transit-oriented communities under each alternative, to help plan to meet affordable housing needs near transit.</p> <p>The City should consider the extent to which services such as employment, open space, transit, and education are or will be provided near planned growth. For example, under each alternative the City should analyze the portion of Kirkland's residential growth within one-half mile of a park, school, and frequent transit service. The preferred alternative should focus residential growth around these opportunities. The availability of affordable housing near opportunities and amenities should be increased.</p>	<p>The EIS will programmatically address impacts to housing, including how each alternative would meet the needs of future residents, based on demographic trends, and how each alternative would influence housing mix and affordability.</p> <p>The relationship between housing, transit, and the planned transportation network will also be addressed in EIS, and the different growth patterns created by each alternative will be evaluated for their potential effects on both housing stock and the city's transportation network.</p>
5. Gayle Shimokura, Citizen, June 19, 2014	<p>The Comprehensive Plan should include strategies to mitigate the adverse effects of climate change on Kirkland citizens and wildlife. Infrastructure will be particularly impacted by climate change, including transportation, energy, and emergency preparedness systems. The City could use the Washington State Integrated Climate Change Response Strategy to help prepare.</p>	<p>The City has proposed updated goals and policies in the Natural Environment, Transportation, Public Services, and Utilities elements of the Comprehensive Plan for addressing climate change. The EIS will programmatically review the effects of these goals and policies on the natural environment.</p>
6. Karen Walter, Muckleshoot Indian Tribe Fisheries Division, June 20, 2014	<p>The City should discuss the status of its assessment of the ability of road culverts to provide for fish passage.</p> <p>The City should include a plan for fixing culverts that are barriers to fish passage. This should be done as part of the Capital Improvement Program efforts that are part of the Comprehensive Plan. The city should coordinate with the Washington Department of Transportation on its work to fix barrier culverts.</p> <p>In the Comprehensive Plan and its supporting environmental analysis, the City should use information and recommendations from the Stormwater Retrofit Analysis and Recommendations for Juanita Creek Basin in the Lake Washington Watershed, produced by the City of Kirkland, King County, WDOE, and WSDOT. The City should develop an implementation plan from these recommendations and include it in the Comprehensive Plan for use as sites in the planning area develop or redevelop.</p>	<p>The EIS will programmatically address the potential impacts of each alternative on Kirkland's natural environment and ecological systems, including water resources and fish. Mitigation measures to preserve ecological resources will be recommended where impacts are identified.</p>

Kirkland Comprehensive Plan Update: EIS –Scoping Notice

I have lived in the Finn Hill neighborhood more than 30 years. I am also a long time volunteer in my community. I have been a member of Friends of St Edward State Park since 2006 and was one of many concerned citizens who cooperatively completed 95 pages of documents one summer to place the St Edward Seminary on the National Register of Historic Places. I served on the Big Finn Hill Park trail planning committee. I was a representative on the Juanita Drive Corridor Study. I take the preservation and development of my community very seriously.

I am concerned about the quality of life and overall environmental and community health of the new annexed neighborhoods in Kirkland. These citizens are being asked to plan the future of their neighborhoods, which I support, but I am complaining that we are not being treated fairly. We are given a show of Kirkland officials and posters and brochures And the required amount of face time at the community meetings for Kirkland to do their required EIS statement but not enough quality business time or hard data to do Neighborhood planning. I can live with the new utility fees and taxes that were the result of unanticipated complications of trying to absorb three large neighborhoods. But we are realizing that a lot of property was sold and grabbed up by developers even before the neighborhoods were celebrating the “Welcome into Kirkland” party.

I submit part of the letter written to the Kirkland City Council and Planning Commission by the Finn Hill Neighborhood Alliance dated Feb. 26, 2013:

“Dear City Council and Planning Commission Members:

The Finn Hill Neighborhood Alliance hereby submits its comments on the Chaffey Private Amendment Request, referenced above, which is scheduled for a threshold review by the Planning Commission on March 14 and a threshold determination by the City Council on April 16.

Our position on this matter is very clear: it would be irresponsible for the City to take any substantive action on this PAR until a neighborhood plan for Finn Hill has been completed. Furthermore, it is our view that, under the terms of the City’s zoning code, the City cannot legally direct the staff to assess the PAR until such a plan has been adopted.

FHNA has consistently urged the City to defer significant zoning changes in Finn Hill until the neighborhood has developed planning priorities for the community. Finn hill has unique natural assets, and without an articulation of priorities appropriate for Finn Hill’s distinctive characteristics, no thoughtful re-zoning decisions can be made in the context of what will advance or degrade the quality of life in our neighborhood. FHNA has offered to work with City staff closely to prepare a neighborhood plan on a streamlined basis so that the community’s public interest goals can be identified, thereby giving guidance to property owners and developers. It is essential that this process be undertaken before zoning changes like the Chaffey PAR receive any consideration.”

We are being asked to plan our communities but previous events and city agreements are stacking the cards in favor of moneyed planners and developers. This is like playing monopoly with the all the houses and hotels on the board at the beginning of the game. Unfortunately, those who are in the community to stay will have contend with the current and future problems after the developers have left the scene. As in monopoly, having new houses and developed property costs everybody money. The community will pay more fees and taxes to pay for the services, roads, sewage system, schools –all that an increase

in population will need. At that community meetings it is never said where those needed funds will come from.

My number one complaint is the housing density and the seemingly random placement where these developments pop up. I can understand the projected growth in this community but the current manner in which it is impacting some communities is pretty messed up.

My number two complaint is environmental and the esthetics of the residential buildings: when the new “cookie cutter” houses and apartments are built , all the vegetation is removed, very seldom are the large trees saved. More impervious sidewalks and roofs are built and little nonnative trees are added. This is the same standard buildings created everywhere, all electric appliances and hopefully an affordable roof over your head. No lower carbon footprint, no energy saving, same environmental impact. This is a model of potential environmental disaster waiting for the first big rainstorm to happen. Neighbors crammed in a small area, where the extra amenities are a park and school near by. There are enough new smaller plots and houses built the same way for an accumulative effect of rampant water run off and utilities overload.

My number three complaint is the neighborhoods are still coordinating their efforts to revamp their fire and emergency services. The community has cutback/ budgeted on the number of stations and services available.

What would happen if there was a real emergency? The current status is we hope enough people from enough stations can show up at the same time to do their usual excellent services.

“After annexation took effect on June 1, 2011, the governance for the fire protection and emergency medical services was transferred from the District to the City. Additionally, the City assumed the responsibility for the siting process. Fire District \$41 has been dissolved.”

After much discussion, to help cover the gaps in services, a corp of volunteer firemen formed who do nightshifts at the firehouse to help protect the community.

My last complaint is that planning and organizing of a neighborhood moves more slowly than the sale, bulldozing and rebuilding of a property. I also dislike when property owners and builders sit in the audience at the neighborhood meetings and are more worried about if they will be able to sell their property rather than the health of the community. I would like to see the “fast track permitting” disappear and zoning changes and building permits put on hold until the new neighborhoods and City of Kirkland figure out what they really want to do to improve quality in the suburban part of their city.

Janice Gerrish
Ph:425-821-1782
7651 NE 140th PL
Kirkland, WA 98034

From: Kriedt, Gary [<mailto:Gary.Kriedt@kingcounty.gov>]
Sent: Tuesday, June 24, 2014 7:33 AM
To: Teresa Swan
Cc: Hunt, Stephen; Fichter, Jeremy
Subject: KC Metro Transit Comments on Kirkland Comprehensive Plan Scoping for EIS

Hi Teresa -- Thank you for the opportunity to review the scope of Kirkland's Comprehensive Plan Update. We understand the EIS will analyze impacts associated with Kirkland's upcoming Transportation Master Plan. The Transportation Master Plan and the Comprehensive Plan EIS should discuss steps Kirkland will take to support, promote and prioritize local and regional transit.

We encourage you to include an enhanced transit network alternative with frequent service within Kirkland and connecting regionally. This network should include designated transit corridors and capital investments that minimize transit delay (e.g., transit signal priorities and transit lanes), along with bus passenger facilities, layover areas, and investments that increase access to transit.

The EIS alternatives analysis should include the impacts of growth on intersection LOS and transit speed and reliability. It should discuss policies that prioritize capital investments that maximize mobility and transit efficiency. It should discuss the potential for repurposing/development of the Cross Kirkland Corridor.

Metro Transit staff would like to discuss these and related issues with the City, particularly during development of the Transportation Master Plan. We would like to help identify and prioritize potential projects in the Master Plan, and we would like the opportunity to provide input during development of the EIS alternatives. Please contact Transit Planners Stephen Hunt, stephen.hunt@kingcounty.gov, 206-477-5828, and Jeremy Fichter, jeremy.fichter@kingcounty.gov, 206-477-5848.

Thank you.

Gary Kriedt, Senior Environmental Planner
Metro Transit
201 South Jackson St., MS KSC-TR-0431
Seattle, WA 98104-3856
206.477.5950 or 206.818.8647 (cell)
gary.kriedt@kingcounty.gov



June 20, 2014

Teresa Swan
Planning & Community Development Department
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

Dr. Traci Pierce - Superintendent

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Submitted via email: tswan@kirklandwa.gov

RE: Comprehensive Plan Update - EIS Scoping Comments

Dear Ms. Swan:

The Lake Washington School District (the "District") submits the following in response to the City of Kirkland's (the "City") request for comments relating to preparation of the Environmental Impact Statement ("EIS") for the City's Comprehensive Plan update. As you know, the District's boundaries include the City. Adequate schools are a part of the necessary public infrastructure necessary to support growth. The District is currently struggling to meet the demands of growth. The City must consider the impacts to school facilities as the City plans for future growth.

The District currently holds the distinction as the fastest growing school district in King County and the State of Washington (in terms of in-district student growth). The District grew by 825 students in 2013. By 2021, the District's enrollment is projected to increase by another 3,531 students (a 13.5% increase over October 2013 enrollment). New residential subdivisions and in-fill development throughout the District, including from within the City, contribute to the District's student enrollment growth.

At the same time, the District's permanent facilities are over capacity at all grade levels. The District serves City of Kirkland residents in school facilities located both within and outside of the City boundaries. All but four elementary schools in the City (Bell, Frost, Rose Hill, and Thoreau elementary schools) are at or over capacity. We have limited ability to place additional portable facilities at most schools. To meet the City's current growth needs, the District's plan includes building a new elementary school in or near the downtown area. As you know, locating suitable vacant property in the City is a challenge. As we look at enrollment projections, we need also need to plan for additional secondary school space, particularly at the high school level.

Teresa Swan
Planning & Community Development Department
City of Kirkland
June 19, 2014
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As the City considers the update to its Comprehensive Plan and how it will plan for and manage new growth, the City must consider school facility needs. As you know, a key planning goal of the Growth Management Act is to ensure that the public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use. The GMA recognizes schools and school facilities as being necessary public facilities and services. The District urges the City to be mindful of this GMA planning goal and the District's specific circumstances as it analyzes the potential impacts of the Comprehensive Plan update.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Traci Pierce", written in a cursive style.

Dr. Traci Pierce
Superintendent



HOUSING
DEVELOPMENT
consortium

June 20, 2014

Teresa Swan
City of Kirkland
Kirkland Planning Department
123 Fifth Avenue
Kirkland, WA 98033

RE: EIS Scoping Comments

Dear Ms. Swan:

Thank you for the opportunity to comment on the scope of the Environmental Impact Statement (EIS) being prepared for Kirkland's comprehensive plan update. The Housing Development Consortium of Seattle-King County (HDC) urges you to fully analyze the impact each alternative's proposed growth type will have on housing affordability in order to ensure the comprehensive plan includes policies to effectively mitigate these impacts.

HDC is a coalition of more than 100 nonprofit organizations, private companies, and public partners committed to the vision that all people should have the opportunity to live in safe, healthy, affordable homes in communities of opportunity. HDC believes affordable housing must remain at the top of Kirkland's priority list as the Eastside continues to struggle with a crisis of affordability. Although statistics cannot capture the day-to-day struggles of families living one pay check away from homelessness, it is important to remember that 14% of Kirkland's households are paying more than 50% of their income in housing costs and that the Lake Washington School district identified 213 homeless students in its most recent count.

In setting forth the pattern of residential and commercial growth over the next 20 years, the comprehensive plan plays a tremendous role in determining whether Kirkland residents of all incomes can find affordable homes near their work, school, transit, and other services. Therefore, it is vitally important that the City compare alternative growth scenarios based on their ability to provide a diverse array of housing choices that meet the housing needs of low and moderate income households.

Letter #4: Schott-Bresler

HDC's Affordable Housing Members:

Low-income Housing Organizations
Community Development
Corporations
Special Needs Housing
Organizations
Public Housing Authorities
Community Action Agencies
Workforce Housing Organizations
Public Development Authorities
Government Agencies and
Commissions
Architects and Designers
Development Specialists
Certified Public Accountants
Regional Funders and Lenders
National Funders and Lenders
Community Investment Specialists
Property Managers
Law Firms
Contractors

Affording Opportunity

1402 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 www.housingconsortium.org

In drafting the EIS, HDC urges you to look at the effects of new development on overall affordability in order to ensure Kirkland grows to be inclusive and diverse. HDC asks you to analyze the two alternatives based on their ability to provide a diverse array of housing choices—across the income spectrum—near transit and other opportunity areas.

❖ **Transit Access**

For households earning low and moderate incomes, access to transit can help balance household costs as the need for and use of a car decreases. Aligning residential growth with transit access has tremendous environmental and social benefits. However, this form of growth can also place extreme upward pressure on housing costs. Across the country, and in King County, transit enhancements and improvements have led to exponential increases in land costs. While smart housing policies can, and should, overcome this barrier to affordable housing, it is nevertheless worth close analysis. **When comparing and analyzing alternatives for growth, the City should consider how land prices will change in transit-oriented communities. This will help the City plan accordingly as it aims to meet affordable housing needs near transit.**

❖ **Housing Opportunity**

When comparing alternatives for growth, the City should also consider the extent to which opportunities for success (employment, open space, transit, education, and other services) are or will be provided near planned growth. For example, under each of the alternatives, the City should analyze the portion of Kirkland's residential growth that would occur within ½ mile of a park, school, and frequent transit service. The preferred growth alternative should focus residential growth around opportunities like these. Increasing the availability of affordable housing in close proximity to opportunities and amenities will help Kirkland foster diverse, mixed-income, inclusive communities. A strong understanding of these issues will help guide the City as it considers what policy solutions will be necessary to mitigate the impacts of a preferred growth alternative.

Thank you for the opportunity to comment on the scope of the Environmental Impact Statement. I am happy to answer any questions or provide additional details on my comments, and can be reached at (206) 682-9541 or kayla@housingconsortium.org.

Best,



Kayla Schott-Bresler
Policy Associate

From: Gayle Shimokura [<mailto:g.shimokura@gmail.com>]
Sent: Thursday, June 19, 2014 12:43 AM
To: Teresa Swan
Subject: Scope comment

Dear Teresa,

Thank you for the opportunity to provide comments on the scope of the environmental impact statement. My main concern is how the City of Kirkland is preparing for the potential impacts of global warming and climate change as it also prepares for future growth. Rises in sea levels, increased flooding/erosion and warmer temperatures will affect our infrastructure, particularly on our transportation, energy and emergency preparedness systems. Please integrate into your long term growth plan and environmental impact statements robust control strategies that mitigate the adverse effects of global warming on Kirkland citizens and the wildlife who reside here. The State of Washington has developed expertise in this area and has prepared documents to help local governments prepare for global warming.

Suggested resource:

http://www.ecy.wa.gov/climatechange/ipa_responsestrategy.htm

Thank you.

Gayle Shimokura

Teresa Swan

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Friday, June 20, 2014 9:59 AM
To: Teresa Swan
Subject: FW: Determination of Significance and Request for Comments - 2035 Comp Plan Update CAM13-00465
Attachments: Comp Plan Determination of Significance and Request for Comments on EIS - CAM13-00465.pdf

Teresa,

We have reviewed the Scoping Notice and Request for comments on the Scope of the EIS for Kirkland's update to its Comprehensive Plan and the potential designation for a Totem Lake Planned Action. Below you will find our comments regarding the Scope of the EIS and the Comp Plan update issues to be addressed:

1. For the Comprehensive Plan update, the City should discuss the status of its assessment of road culverts and their ability to provide for fish passage. For culverts that are currently fish passage barriers, the City should include a plan for fixing this culverts as part of the CIP efforts that are part of Comprehensive Plans. This is an important issue for streams in the City. In addition, WSDOT will be fixing its barrier culverts within 17 years, some of which include streams within Kirkland (see attached) per the existing Federal Court injunction regarding state owned culverts. These culvert repairs will require coordination at a minimum with the City and may require larger project areas beyond WSDOT Right of Way to adequately fix the fish passage problems
2. In August 2012, the City, King County, WDOE, and WSDOT completed a retrofit analysis and recommendations for Juanita Creek basin (see <http://www.kingcounty.gov/environment/watersheds/cedar-river-lake-wa/documents/juanita-creek-stormwater-retrofit.aspx>). The information from this analysis, as well as, recommendations generated from it should be used to develop an implementation plan as part of the Comprehensive Plan update to be implemented as sites in the planning area develop or re-develop. This analysis is the best available science for the Juanita Creek watershed and it evaluates existing water quality and fish habitat problems; stormwater impacts; and scenarios needed to meet the goal of "restoring flow and water quality conditions supportive of restored aquatic beneficial uses" with a focus on creating improved habitat conditions for coho salmon. Therefore, the analysis should be used as part of this comprehensive update and its supporting environmental analysis as required by RCW36.70A.172.

For the areas within the City's Comprehensive Plan planning area that do not have a similar watershed and stormwater assessment, the EIS should discuss potential impacts to streams and wetlands from stormwater and land use and what mitigation measures will be used, in particular low impact development techniques, to offset these impacts.

We appreciate the opportunity to review this proposal and look forward to see these comments addressed in the forthcoming Draft Environmental Impact Statement and Comprehensive Plan Update. Please let me know if you have any questions.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

From: Angela Martin [mailto:aamartin@kirklandwa.gov]
Sent: Thursday, April 24, 2014 11:15 AM
Cc: Teresa Swan
Subject: Determination of Significance and Request for Comments - 2035 Comp Plan Update CAM13-00465

Attached for your information is the Determination of Significance and Request for Comments on the Scope of the Environmental Impact Statement for the 2035 Comprehensive Plan Update, File No. SEP13-00466 & CAM13-00465.

If you have any questions, you may contact **Senior Planner, Teresa Swan** at tswan@kirklandwa.gov or 425-587-3258.

Thank you,

Angela Martin

City of Kirkland Planning Department

Office Specialist

425-587-3237

aamartin@kirklandwa.gov

Participate in the Comprehensive Plan update process to plan for Kirkland's future....

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